U.S. Public Port Development Expenditure Report

May 2004

U.S. Department of Transportation

Maritime Administration
Office of Ports and Domestic Shipping

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

This report is the 13th in a series that continues the capital expenditure survey of U.S. public ports first begun by the Port Authority of New York and New Jersey in 1956. Subsequent reports were published by the American Association of Port Authorities (AAPA) and currently by the U.S. Maritime Administration (MARAD).

In 1991, MARAD first published the United States Port Development Expenditure Report, which summarized the findings of the earlier expenditure efforts, as well as several AAPA capital expenditure surveys. That report provided a 44-year history of the expenditure pattern of the U.S. public port industry from 1946 through 1989. Since that report, MARAD has produced annual reports covering the industry's current expenditures and proposed five-year capital expenditures.

This report analyzes the results of the AAPA capital expenditure survey for 2002. The survey included the capital expenditures for 2002 and proposed expenditures for the period 2003 through 2007, along with the funding sources used to finance these expenditures.

The survey data were obtained by AAPA from its U.S. corporate membership. Their U.S. members, public port agencies, represent virtually all the major deep-draft coastal and Great Lakes ports. This year's survey included responses from 59 (or 70%) of the 84 U.S. members – a higher response rate than last year's (62%). Those port agencies responding to the FY 2002 survey included 25 out of the top 30 U.S. container ports in 2002 and 18 out of the top 25 ports handling U.S. foreign and domestic waterborne cargo for 2002. Public port agencies own approximately one-third of the U.S. deep-draft marine terminal facilities.

For further information or to obtain additional copies of this report, please contact the Office of Ports and Domestic Shipping, Maritime Administration, 400 7th Street, SW, Washington, DC 20590, telephone (202) 366-4357/FAX (202) 366-6988, or email at ports.marad@marad.dot.gov.

This report also is available on MARAD's website (http://www.marad.dot.gov) under Publications & Statistics / Ports & Domestic Shipping.

CAPITAL EXPENDITURES FOR U.S. PUBLIC PORT DEVELOPMENT

From 1946 through 2002, $25.4 billion in capital improvements to port facilities and related infrastructure were reported by U.S. public port industry respondents. The investments made over the past five years account for 28 percent of the historical expenditures. These investments cover expenditures for the construction of new facilities and the modernization and rehabilitation of existing ones. Table 1 summarizes the historical expenditures by coastal region. During this 57-year period, the South Pacific region accounted for one-third (33.4%) of these expenditures. Other regions with substantial investments include the Gulf (17.5%), the North Atlantic (17.3%), the South Atlantic (14.3%) and the North Pacific (11.0%).

Table 1
U.S. Public Port Capital Expenditures for 1946 - 2002
(Thousands of Dollars)

Region	Expenditures	Percent
North Atlantic	$4,386,933	17.3%
South Atlantic	$3,619,966	14.3%
Gulf	$4,427,095	17.5%
South Pacific	$8,473,720	33.4%
North Pacific	$2,790,665	11.0%
Great Lakes	$567,535	2.2%
Non-contiguous*	$898,835	3.5%
Guam, Saipan	$193,242	0.8%
Total	25,357,991	100.0%

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

CAPITAL EXPENDITURES - 2002[1]

This section analyzes the U.S. public port capital expenditures for 2002. The public port industry's annual capital expenditures as reported by respondents exceeded the one billion-dollar mark for the eighth consecutive year. The 2002 expenditures totaled $1.7 billion – down 4.0 percent from last year, which was the highest investment level ever. Over the last five years, the public port industry averaged nearly $1.4 billion in capital improvements. This level of investment reflects the public port industry's efforts to address the increasing demands being placed on waterborne transportation through improvements to their marine terminal facilities and related land and waterside connections, as well as meeting today's need for enhanced port security. Appendix A contains a list of the 59 ports that responded to the 2002 expenditure survey. Of those responding, 51 ports provided expenditure data.

[1] In comparing annual data, it should be noted that there was some variation in the survey respondents from year to year.

Table 2 shows the annual expenditures from 1998 to 2002 broken down by region. For 2002, the South Pacific continued as the leading region with $836.7 million (50.1%). Compared to 2001, the region's relative share and the dollar value dropped slightly. The North Atlantic region was second with $336.2 million (20.1%) showing nearly a doubling in dollar volume plus a significant increase in relative share. It was followed by the Gulf region with $252.6 million (15.1%). Another region with significant expenditures is the South Atlantic with $159.8 million (9.6%). The total investments by the North and South Pacific regions were $915.5 million, which accounted for 54.8 percent of the public port industry's 2002 expenditures.

Table 2
U.S. Public Port Capital Expenditures for 1998 - 2002
(Thousands of Dollars)

Region	1998		1999		2000		2001		2002	
	Expenditure	Pct.	Expenditure	Pct.	Expenditure	Pct.	Expenditure	Pct.	Expenditure	Pct.
North Atlantic	$126,486	8.9%	$50,893	4.6%	$233,186	22.0%	$176,315	10.1%	$336,223	20.1%
South Atlantic	306,620	21.7%	245,634	22.0%	192,567	18.2%	220,027	12.6%	159,834	9.6%
Gulf	193,101	13.7%	265,054	23.8%	233,160	22.0%	169,823	9.8%	252,550	15.1%
South Pacific	457,309	32.3%	454,614	40.7%	263,030	24.9%	981,534	56.4%	836,683	50.1%
North Pacific	244,612	17.3%	95,160	8.5%	130,461	12.3%	117,967	6.8%	78,776	4.7%
Great Lakes	28,871	2.0%	4,325	0.4%	5,046	0.6%	1,000	0.1%	310	0.0%
Non-contiguous*	50,306	3.6%	-	-	-	-	73,468	4.2%	4,792	0.3%
Guam, Saipan	7,092	0.5%	-	-	203	-	-	-	-	-
Total	$1,414,397	100.0%	$1,115,680	100.0%	$1,057,653	100.0%	$1,740,134	100.0%	$1,669,168	100.0%

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

Capital Expenditures - By Expenditure Category

Table 3 provides a break down of capital expenditures by expenditure category. Facility definitions follow. Each of the five cargo facility types (general cargo, specialized general cargo, dry and liquid bulk, and passenger) includes expenditures for pier or wharf structures, storage facilities, and handling equipment. “Specialized general cargo” includes container, roll-on/roll-off (ro-ro), and auto facilities. "Other" includes those structures and fixtures not directly related to the movement of cargo, such as maintenance and administrative facilities. Infrastructure expenditures cover improvements, such as roadways, rail, and utilities that are located on- or off-terminal property. Dredging consists of local port expenditures associated with the dredging (deepening and/or maintenance) of Federal and non-Federal channels, connecting channels, and berths, as well as local costs for land, easements, rights-of-way, and disposal areas.

As shown in Table 3, specialized general cargo facilities were the leading expenditure category, both overall and among the six facility types, accounting for over half ($942.0 million or 56.4%) of 2002 capital investments – a slight decrease in relative share and dollar value compared to 2001 figures. The South Pacific region accounted for two-thirds of these expenditures ($628.8 million or 66.8%), with the North Atlantic region a distant second at $155.8 million (16.5%).

Table 3
U.S. Public Port Capital Expenditures by Expenditure Category for 2002
(Thousands of Dollars)

Region	Type of Facility						Infrastructure		Dredging	Total
	General Cargo	Specialized General Cargo	Dry Bulk	Liquid Bulk	Passenger	Other	On-Terminal	Off-Terminal		
North Atlantic	$28,158	$155,831	$273	-	$1,593	$3,362	$55,830	$208	$90,968	$336,223
South Atlantic	18,682	57,667	27,957	238	23,622	5,527	9,014	8,532	8,595	159,834
Gulf	71,819	57,131	12,595	2,519	31,058	32,160	17,399	2,555	25,314	252,550
South Pacific	-	628,813	9,941	1,796	1,909	38,488	85,033	57,276	13,427	836,683
North Pacific	18,880	42,234	1,139	-	-	6,590	1,314	3,684	4,935	78,776
Great Lakes	-	310	-	-	-	-	-	-	-	310
Non-contiguous*	2,043	-	-	-	1,022	-	-	-	1,727	4,792
Guam, Saipan	-	-	-	-	-	-	-	-	-	-
Total	$139,582	$941,986	$51,905	$4,553	$59,204	$86,127	$168,590	$72,255	$144,966	$1,669,168
Percent by Facility Type	8.4%	56.4%	3.1%	0.3%	3.5%	5.2%	10.1%	4.3%	8.7%	100.0%

- Alaska, Hawaii, Puerto Rico, & Virgin Islands

Port infrastructure improvements (on- and off-terminal combined) were the second largest expenditure category overall at 14.4 percent of 2002 expenditures – up from 12.7 percent in 2001. On-terminal expenditures accounted for 70.0 percent of total infrastructure investments. The South Pacific region accounted for half of on-terminal infrastructure expenditures, followed by the North Atlantic and Gulf regions at 33.1 percent and 10.3 percent, respectively. For off-terminal improvements, the South Pacific region alone accounted for over three-fourths (79.3%). When combined with South Atlantic expenditures, both regions together accounted for 91.1 percent. (Table 4 provides a more detailed examination of infrastructure investments.)

Dredging was the third highest expenditure category in Table 3, accounting for 8.7 percent of the total, with the North Atlantic (62.8%) and Gulf (17.5%) regions together accounting for 80.3 percent.

Of the five cargo facility types in Table 3, general cargo investment ranked second, representing 8.4 percent ($139.6 million) of total expenditures, down from $179.6 million in 2001 – both a decline in dollar value and ranking. At 51.5 percent and 20.2 percent, respectively, the Gulf and North Atlantic regions continued to lead this cargo facility type in expenditures.

Passenger facility expenditures increased in 18.7 percent in dollar value from the previous year, from $49.9 million in 2001 to $59.2 million in 2002. Since at least 1997, the Gulf and South Atlantic regions have lead this category, in 2002 accounting for 52.5 percent and 39.9 percent, respectively. Dry and liquid bulk facilities represented 3.1 percent and 0.3 percent, respectively, of 2002 expenditures. The South Atlantic and Gulf regions together accounted for over three-fourths of dry bulk expenditures (53.9 and 24.3 percent, respectively). The South Atlantic in particular showed exceptional growth in this category, as witnessed by its over nine-fold increase between 2001 and 2002, from $2.9 million to $28.0 million. "Other" expenditures increased 24.9 percent in dollar value from $69.0 million to $86.1 million, the vast majority (82.0%) of which originated from two regions – the South Pacific (44.7%) and Gulf (37.3%).

Table 4 provides a more detailed examination of the public port industry's infrastructure investments. It breaks down the on- and off-terminal infrastructure investments into four subcategories – road, rail, utilities, and other. Rail expenditures accounted for 48.3 percent of on-terminal infrastructure expenditures, while roadways accounted for 62.8 percent of the off-terminal investments.

Table 4
U.S. Public Port Capital Infrastructure Expenditures for 2002
(Thousands of Dollars)

Region	On-Terminal				Off-Terminal				Total
	Road	Rail	Utilities	Other	Road	Rail	Utilities	Other	
North Atlantic	$697	$39,488	$7,060	$8,585	-	$76	-	$132	$56,038
South Atlantic	2,625	2,767	742	2,880	8,267	200	-	65	17,546
Gulf	6,045	2,113	2,280	6,961	1,489	751	91	224	19,954
South Pacific	8,485	36,834	325	39,389	33,711	6,737	5,704	11,124	142,309
North Pacific	525	252	202	335	1,891	1,793	-	-	4,998
Total	$18,377	$81,454	$10,609	$58,150	$45,358	$9,557	$5,795	$11,545	$240,845
	10.9%	48.3%	6.3%	34.5%	62.8%	13.2%	8.0%	16.0%	

- Alaska, Hawaii, Puerto Rico, & Virgin Islands

Capital Expenditures - New Construction vs. Modernization/Rehabilitation

Table 5 summarizes public port expenditures by new construction and capitalized modernization/rehabilitation (mod/rehab) by expenditure category. For 2002, expenditures for new construction accounted for nearly three-fourths of reported expenditures – higher than the past three years. Among the five cargo type facilities, specialized general cargo represented 60.7 percent of the new construction expenditures which, although down from 70.2 percent in 2001, shows an increase in dollar value of 4.3 percent to $717.6 million. The balance of the new construction expenditures was distributed primarily among the following categories – infrastructure (11.4%) and dredging (10.3%). The South Pacific region continued to lead overall in new construction expenditures with $687.6 million (58.1%), followed by the Gulf at $184.1 million (15.6%) and the South Atlantic at $168.8 million (14.3%).

Within the specialized general cargo category, the South Pacific region accounted for $568.2 million (79.2%), with most of the balance evenly distributed between the South Atlantic, Gulf, and North Atlantic regions (7.3%, 6.9%, and 6.4%, respectively). The focus of general cargo investments remained in the Gulf at $43.4 million (71.7%), and at 70.7 percent the North Atlantic region accounted for the majority of dredging activity. With $78.9 million in total infrastructure expenditures, the South Pacific region outspent the next highest region (North Atlantic) by over 2½ times. Bulk investments (dry and liquid) rose when the South Atlantic region increased its expenditures by a factor of over 25, spending $26.0 million in 2002 compared with $1.0 million in 2001. "Other" expenditures also soared between 2001 and 2002 when the Gulf and South Pacific regions combined increased their investments by over 115 times their 2001 levels – $60.3 million in 2002 vs. $523 thousand in 2001. At 62.6 percent and 32.2 percent, respectively, the 2002 passenger facility investments were concentrated in the Gulf and South Atlantic regions.

Table 5
U.S. Public Port Capital Expenditures by Type of Expenditure and Facility for 2002[2]
(Thousands of Dollars)

Region	New Construction									
	Type of Facility						Infrastructure		Dredging	Total
	General Cargo	Specialized General Cargo	Dry Bulk	Liquid Bulk	Passenger	Other	On-Terminal	Off-Terminal		
North Atlantic	$4,590	$45,653	$218	-	$1,539	$923	$30,038	-	$85,849	$168,810
South Atlantic	10,031	52,675	25,981	-	15,584	3,753	5,800	7,643	6,738	128,205
Gulf	43,393	49,217	6,122	608	30,313	30,672	8,244	1,908	13,629	184,106
South Pacific	-	568,200	-	6	-	29,658	47,061	31,819	10,902	687,646
North Pacific	1,570	1,816	-	-	-	2,322	22	1,891	4,392	12,013
Non-contiguous*	898	-	-	-	1,022	-	-	-	-	1,920
Total	$60,482	$717,561	$32,321	$614	$48,458	$67,328	$91,165	$43,261	$121,510	$1,182,700
Percent by Facility Type	5.1%	60.7%	2.7%	0.1%	4.1%	5.7%	7.7%	3.7%	10.3%	

Region	Modernization/Rehabilitation									
	Type of Facility						Infrastructure		Dredging	Total
	General Cargo	Specialized General Cargo	Dry Bulk	Liquid Bulk	Passenger	Other	On-Terminal	Off-Terminal		
North Atlantic	$23,568	$110,178	$55	-	$54	$2,439	$25,792	$208	$5,119	$167,413
South Atlantic	8,651	4,992	1,976	238	8,038	1,774	3,214	889	1,857	31,629
Gulf	28,426	7,914	6,473	1,911	745	1,488	6,044	647	11,685	65,333
South Pacific	-	60,613	9,941	1,790	1,909	8,830	37,972	25,457	2,525	149,037
North Pacific	11,568	3,607	1,139	-	-	932	1,292	-	543	19,081
Great Lakes	310	-	-	-	-	-	-	-	-	310
Non-contiguous*	1,145	-	-	-	-	-	-	-	1,727	2,872
Total	$73,668	$187,304	$19,584	$3,939	$10,746	$15,463	$74,314	$27,201	$23,456	$435,675
Percent by Facility Type	16.9%	43.0%	4.5%	0.9%	2.5%	3.5%	17.1%	6.2%	5.4%	

- Alaska, Hawaii, Puerto Rico, & Virgin Islands

[2] Excludes $50,793,000 in expenditures that were not broken down by type of construction.

For mod/rehab expenditures, three categories dominate – specialized general cargo (43.0%), infrastructure (23.3%), and general cargo (16.9%) – which, when combined, account for 83.2 percent of all mod/rehab investments. Together the North Atlantic and South Pacific regions represent nearly three-fourths of total mod/rehab expenditures, with $167.4 million (38.4%) and $149.0 million (34.2%), respectively.

Within the specialized general cargo segment, the North Atlantic (58.8%) and South Pacific (32.4%) regions together accounted for 91.2 percent of expenditures. Infrastructure investments were concentrated in the South Pacific at $63.4 million (62.5%) and the North Atlantic at $26.0 million (25.6%). The general cargo category was geographically diverse, with 38.6 percent, 32.0 percent, and 15.7 percent concentrated in the Gulf, North Atlantic, and North Pacific regions, respectively.

“Other” expenditures dropped sharply in dollar value between 2001 and 2002, from $57.0 million to $15.5 million. The South Pacific continued to capture over half of these expenditures. The Gulf accounted for half of mod/rehab dredging activity. The South Atlantic accounted for three-fourths of the passenger facility mod/rehab. The South Pacific region accounted for 50.8 percent of mod/rehab dry bulk improvements, while liquid bulk expenditures were split almost 50-50 between the Gulf and South Pacific regions.

Capital Expenditures - Comparison of Annual Expenditures 1993 - 2002

Table 6 summarizes relative expenditures by type of expenditure for the years 1993 through 2002. In comparing expenditures from the last ten years to their respective 10-year averages, some interesting changes in the overall expenditure pattern[3] are evident, starting in 2001.

Survey respondents reported in 2001 and 2002 that over half of their expenditures were spent on specialized general cargo facilities. For those two years, those facilities were just about the only expenditure category to exceed their 10-year average, accounting for 59.5 percent (2001) and 56.4 percent (2002) of total reported industry expenditures. With the exception of the liquid bulk category, the other expenditure categories’ relative shares were all lower than their respective 10-year averages. This investment pattern is consistent with the public port industry’s focus on specialized general cargo business.

The previous eight years – 1993 – 2000 – showed a reversed pattern. Specialized cargo facilities never exceeded their 10-year average, while every other expenditure type saw several years where they did.

3 As noted in previous reports, the additional detail contained in the surveys beginning in 1992 makes it difficult to determine the significance of the relative shift in general cargo and specialized general cargo expenditures that occurred in 1992 without knowing how the infrastructure, dredging, and "other" expenditures were allocated in prior surveys.

Table 6
Comparison of Public Port Annual Expenditures by Type of Expenditure for 1993 - 2002

Year	Type of Expenditure												
	General Cargo			Bulk			Passenger	Other	Infrastructure			Dredging	Total Expenditures[4] ($ 000s)
	General Cargo	Specialized	Total	Dry	Liquid	Total			On-Term.	Off-Term.	Total		
2002	8.4%	**<u>56.4%</u>**	**<u>64.8%</u>**	3.1%	0.3%	3.4%	3.5%	5.2%	10.1%	4.3%	14.4%	8.7%	$1,669,168
2001	10.3%	**<u>59.5%</u>**	**<u>69.8%</u>**	1.9%	**<u>0.7%</u>**	2.6%	2.9%	4.0%	9.3%	3.4%	12.7%	8.0%	$1,740,134
2000	**<u>22.8%</u>**	31.2%	54.0%	3.5%	**<u>0.8%</u>**	4.3%	**<u>5.7%</u>**	**<u>8.2%</u>**	8.0%	**<u>8.7%</u>**	16.7%	**<u>11.1%</u>**	$1,057,653
1999	11.5%	39.2%	50.7%	**<u>5.2%</u>**	**<u>1.4%</u>**	**<u>6.6%</u>**	**<u>6.4%</u>**	**<u>9.0%</u>**	8.8%	**<u>8.6%</u>**	17.4%	**<u>9.9%</u>**	$1,115,680
1998	10.9%	35.8%	46.7%	**<u>6.4%</u>**	0.2%	**<u>6.6%</u>**	1.9%	**<u>15.7%</u>**	7.1%	**<u>11.2%</u>**	**<u>18.3%</u>**	**<u>10.8%</u>**	$1,414,397
1997	14.8%	35.5%	50.3%	**<u>8.3%</u>**	0.1%	**<u>8.4%</u>**	3.8%	**<u>8.5%</u>**	**<u>14.0%</u>**	**<u>6.7%</u>**	**<u>20.7%</u>**	8.3%	$1,542,454
1996	14.7%	41.0%	55.7%	**<u>5.9%</u>**	0.5%	**<u>6.4%</u>**	2.7%	4.8%	10.7%	**<u>8.8%</u>**	**<u>19.5%</u>**	**<u>10.9%</u>**	$1,301,152
1995	**<u>22.2%</u>**	28.8%	51.0%	3.0%	**<u>0.9%</u>**	3.9%	**<u>4.7%</u>**	8.2%	**<u>18.0%</u>**	3.1%	**<u>21.1%</u>**	**<u>11.1%</u>**	$1,203,455
1994	**<u>22.8%</u>**	34.8%	**<u>57.6%</u>**	**<u>5.6%</u>**	0.3%	**<u>5.9%</u>**	**<u>4.7%</u>**	7.3%	**<u>15.1%</u>**	6.0%	**<u>21.1%</u>**	3.4%	$686,620
1993	**<u>24.5%</u>**	27.6%	52.1%	4.5%	**<u>1.7%</u>**	**<u>6.2%</u>**	**<u>5.6%</u>**	**<u>11.9%</u>**	**<u>11.6%</u>**	3.6%	15.2%	9.0%	$653,663
10-year Avg. 1993-2002	14.9%	41.2%	56.1%	4.7%	0.6%	5.3%	3.9%	7.9%	11.0%	6.5%	17.5%	9.3%	

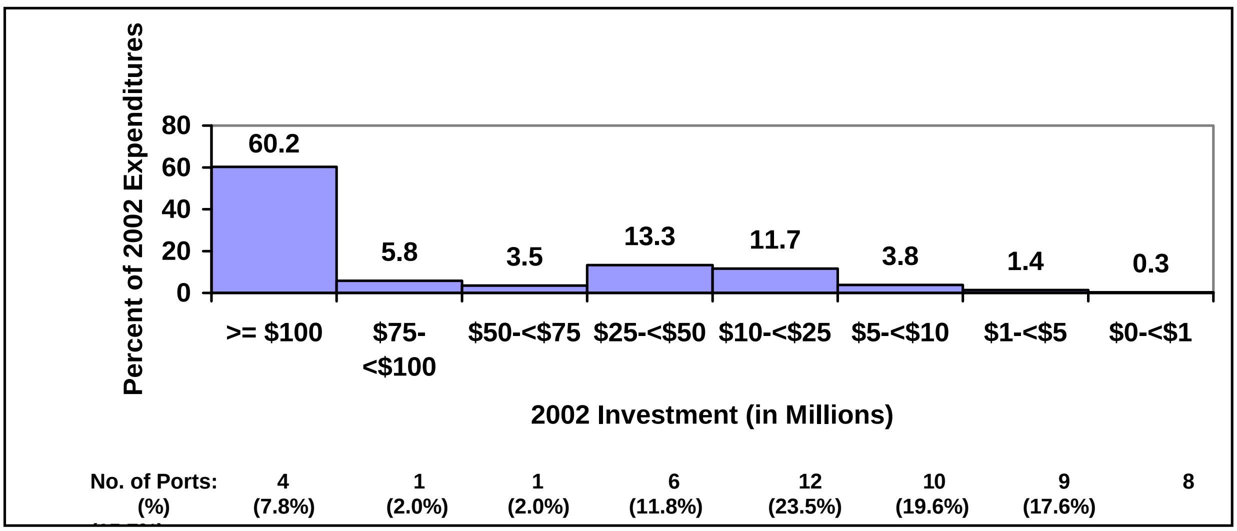
Note: Bolded and underlined numbers exceed the 10-year average for the period 1993 to 2002.

4 Excludes expenditures that were not broken down by type of facility: 1995 - $200,900,000 1994 - $243,000,000.

Capital Expenditures - Distribution Pattern

The distribution of the 2002 capital expenditures is shown in Figure 1, which includes the 51 ports that submitted expenditure data. The data continue to reveal the high degree of concentration in terms of how the expenditures are distributed among the ports responding to the AAPA survey. As shown, the top four ports (7.8%) accounted for 60.2 percent of the public port industry's 2002 expenditures – up from 55.3 percent last year. The top six ports (11.8%) represented 69.5 percent of the expenditures, while the top 12 ports (23.6%) accounted for 82.8 percent. Compared to 2001, the overall distribution pattern showed an increase in the concentration of expenditures among the top ports. These ports were involved in developing major new terminal facilities, improving related infrastructure, dredging projects, or combinations of these activities.

Figure 1
Distribution of 2002 Public Port Capital Expenditures



Capital Expenditures - Leading Port Authorities

Table 7 shows the leading U.S. public port authorities based on total 2002 capital expenditures. These ten organizations accounted for over 75 percent of all capital expenditures by respondent public ports. The Port of Long Beach was the leading port, investing $313.2 million. The top 10 port authorities listed were geographically well distributed, with four located on the West Coast and three each on the Gulf and East Coasts.

Table 7
Leading Port Authorities for 2002
By Total Capital Expenditures
(Thousands of Dollars)

Rank	Port Authority	Expenditures
1	Port of Long Beach	$ 313,236
2	Port of Los Angeles	281,392
3	Port Authority of New York/New Jersey	206,701
4	Port of Oakland	203,267
5	Maryland Port Administration	96,602
6	Port of New Orleans	58,639
7	Port of Houston Authority	47,872
8	Port of Tacoma	41,940
9	Georgia Ports Authority	40,625
10	Tampa Port Authority	39,018
	Total Top Ten Ports	$1,329,292
	Total Expenditures	$1,669,168
	Percent of Total	79.6%

PROPOSED CAPITAL EXPENDITURES - 2003 TO 2007

The 2002 AAPA capital expenditure survey included proposed expenditures for 2003 through 2007. Table 8 summarizes reported expenditures by coastal region. During this five-year period, public port expenditures are projected to reach $10.4 billion – a slight decrease of 2.2 percent from last year's projections. Appendix A contains a list of the 59 survey respondents of which 51 provided information on proposed expenditures.

The South Pacific region continues to predict the highest future investment activity with proposed expenditures of $3.9 billion (37.6%) – up $870.3 million or 28.5 percent from 2001. Three other regions are projecting investment levels in excess of $1 billion – the Gulf at $1.9 billion (18.2%), the South Atlantic at $1.9 billion (17.7%), and the North Atlantic at $1.5 billion (14.1%). From a coastwise perspective, the West Coast is projecting to invest over $4.7 billion (44.7%), with East Coast expenditures at $3.3 billion (31.8%) and the Gulf at $1.9 billion (18.2%).

Table 8
U.S. Public Port Capital Expenditures for 2003 - 2007
(Thousands of Dollars)

Region	Expenditures	Percent
North Atlantic	$1,470,278	14.1%
South Atlantic	1,851,493	17.7%
Gulf	1,904,548	18.2%
South Pacific	3,924,703	37.6%
North Pacific	736,533	7.1%
Great Lakes	350	0.00%
Non-contiguous *	557,340	5.3%
Guam, Saipan	42	0.00%
Total	$10,445,287	100.0%

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

Comparison of Historical Projected Expenditures Versus Actual Expenditures

Table 9 provides information comparing the public port industry's projected 5-year expenditures against what they actually spent for those periods. The available data permit an analysis of the projections contained in the 1992 through 1997 AAPA surveys. The 1997 survey contained projections of $7.7 billion for the period 1998 to 2002. The actual expenditures amounted to $7.0 billion, which fell short of projections by 9.5 percent. This is the first time actual expenditures did not exceed projections – the results of the 1992 through 1996 surveys consistently showed actual expenditures exceeding the projected expenditures.

Table 9
Comparison of Projected vs. Actual Experience Public Port Capital Expenditures
(Thousands of Dollars)

Survey Year	5-Year Projections	Projected Expenditures	Actual Expenditures	Percent Change
1997	1998 – 2002	$7,733,709	$6,997,032	– 9.5%
1996	1997 – 2001	$6,584,238	$6,870,318	+ 4.3%
1995	1996 – 2000	$6,036,051	$6,431,336	+ 6.5%
1994	1995 – 1999	$4,691,257	$6,778,038	+ 44.4%
1993	1994 – 1998	$5,871,408	$6,591,978	+ 12.3%
1992	1993 – 1997	$5,525,360	$5,831,244	+ 5.5%

Capital Expenditures - by Expenditure Category

Table 10 shows the proposed future expenditures by expenditure category. Specialized general cargo again is the leading category at 48.2 percent, with proposed expenditures of $5.0 billion. Compared to last year's projections, its dollar volume increased slightly (0.7%) and the relative share increased from 46.8 percent to 48.2 percent. The South Pacific region is expected to account for over half (52.5%) of the proposed expenditures in this category with $2.6 billion – up 35 percent. Other regions with significant expenditures include the Gulf with $700.3 million (13.9%), the South Atlantic with $666.3 million (13.2%), and the North Atlantic with $503.9 million (10.0%).

Table 10
U.S. Public Port Capital Expenditures by Expenditure Category for 2003 - 2007
(Thousands of Dollars)

Region	Type of Facility						Infrastructure		Dredging	Total
	General Cargo	Specialized General Cargo	Dry Bulk	Liquid Bulk	Passenger	Other	On-Terminal	Off-Terminal		
North Atlantic	$96,139	$503,901	$26,100	-	$16,308	$50,858	$277,140	-	$499,832	$1,470,278
South Atlantic	240,136	666,321	49,599	42,755	324,709	56,618	173,812	66,918	230,625	1,851,493
Gulf	315,242	700,369	78,636	14,170	141,219	167,512	216,995	104,778	165,627	1,904,548
South Pacific	7,800	2,641,307	26,790	23,265	1,277	186,958	224,749	633,829	178,728	3,924,703
North Pacific	62,583	376,906	16,980	-	-	107,038	56,404	73,842	42,780	736,533
Great Lakes	-	-	-	350	-	-	-	-	-	350
Non-contiguous*	21,207	144,536	-	1,096	159,846	-	229,155	-	1,500	557,340
Guam, Saipan	-	-	-	-	-	-	42	-	-	42
Total	$743,107	$5,033,340	$198,105	$81,636	$643,359	$568,984	$1,178,297	$879,367	$1,119,092	$10,445,287
Percent by Facility Type	7.1%	48.2%	1.9%	0.8%	6.2%	5.4%	11.3%	8.4%	10.7%	

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

Projected infrastructure investments are the second largest category of expenditures and are expected to total $2.1 billion (19.7%), with on-terminal expenditures accounting for 57.3 percent. The South Pacific and Gulf regions are projected to spend 41.7 percent and 15.6 percent, respectively, of overall infrastructure investments with the North Atlantic region at 13.5 percent. (Table 11 below provides a detailed break down of the proposed infrastructure expenditures by region.)

Dredging expenditures, the third largest category, will account for 10.7 percent of the projected total, with the North Atlantic accounting for 44.7 percent of the $1.1 billion, followed by the South Atlantic (20.6%), and South Pacific (16.0%) regions.

General cargo expenditures will account for $743.1 million (7.1%) of the proposed investments with the dollar volume dropping significantly from last year's projections of $1.3 billion. Development is concentrated in the Gulf with $315.2 million (42.4%) and the South Atlantic with $240.1 million (32.3%). Investment in passenger facilities is expected to account for 6.2 percent of the total projected expenditures, with the South Atlantic (50.5%) and Gulf (22.0%) regions continuing to be the center of development.

Dry and liquid bulk facility expenditures represent 2.7 percent of future investments, with its dollar value up over $46 million from last year's figures. The Gulf region is projected to capture the majority of dry bulk expenditures (40.0%), with the South Atlantic at 25.0 percent. Liquid bulk expenditures continue to remain focused in the South Atlantic (52.4%), with the South Pacific coming second (28.5%).

Table 11
U.S. Public Port Capital Infrastructure Expenditures for 2003-2007
(Thousands of Dollars)

Region	On-Terminal				Off-Terminal				Total
	Road	Rail	Utilities	Other	Road	Rail	Utilities	Other	
North Atlantic	$12,715	$221,126	$3,642	$39,657	-	-	-	-	$277,140
South Atlantic	58,388	42,345	3,084	69,995	43,783	10,756	10,000	2,379	240,730
Gulf	54,264	31,581	19,536	111,614	66,175	3,000	4,000	31,603	321,773
South Pacific	150	81,263	1,209	142,127	168,543	36,388	49,756	379,142	858,578
North Pacific	2,370	10,173	5,316	38,545	629	70,213	-	3,000	130,246
Non-contiguous*	-	-	-	229,155	-	-	-	-	229,155
Guam, Saipan	-	-	42	-	-	-	-	-	42
Total	$127,887	$386,488	$32,829	$631,093	$279,130	$120,357	$63,756	$416,124	$2,057,664
	10.9%	32.8%	2.8%	53.6%	31.7%	13.7%	7.3%	47.3%	

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

Capital Expenditures - Comparison of 2002 and 2003 – 2007

Table 12 compares the relative investment levels by facility type between actual 2002 expenditures and those proposed for 2003-2007. Specialized general cargo projected expenditures declined by 8.2 percent from their 2002 actuals. However, the projected level still is well above the 10-year average of 39.0 percent from Table 6.

Projected infrastructure expenditures showed the largest gain – 5.3 percent – reflecting the continued need for improved access. With the exception of passenger projected expenditures, which posted a 2.7 percent gain over 2002 actuals, the remaining categories all showed modest changes ranging from 1.3 percent decline in general cargo to 2.0 percent gain in dredging expenditures.

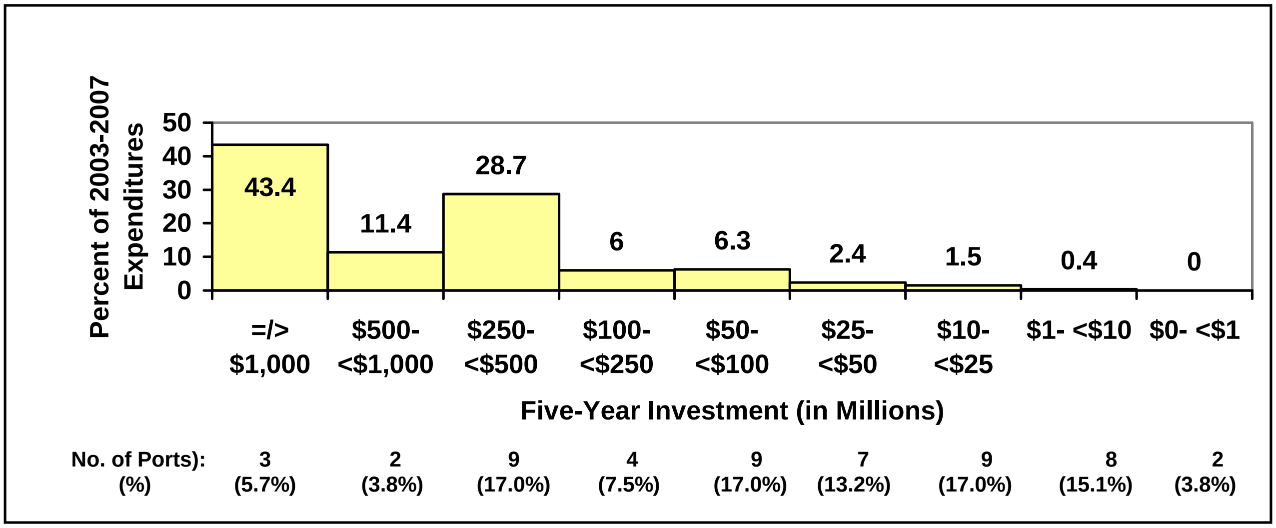
Table 12
Comparison of Current and Projected Public Port Expenditures

Expenditure Type	2002 Expenditures	2003 – 2007 Expenditures	Relative Change 2002 vs. 2003-2007
General Cargo	8.4%	7.1%	–1.3%
Specialized General Cargo	56.4%	48.2%	–8.2%
Dry Bulk	3.1%	1.9%	–1.2%
Liquid Bulk	0.3%	0.8%	+0.5%
Passenger	3.5%	6.2%	+2.7%
Other	5.2%	5.4%	+0.2%
Infrastructure	14.4%	19.7%	+5.3%
Dredging	8.7%	10.7%	+2.0%
Total	100.0%	100.0%	

Capital Expenditures - Distribution Pattern

Figure 2 shows the distribution of proposed 2003-2007 capital expenditures. As seen below, the top three ports (5.7%) accounted for 43.4 percent of the public port industry's proposed expenditures. The top 14 ports (26.5%) represented 83.5 percent, and the top 27 ports (51.0%) accounted for 95.8 percent of expenditures. The proposed investments by these ports continue to focus on developing major new marine facilities, improving infrastructure, or dredging projects – or combinations of these activities.

Figure 2
Distribution of Projected 2003-2007 Public Port Capital Expenditures



Projected Capital Expenditures - Leading Port Authorities

Table 13 lists the leading port authorities based on the projected capital expenditures for the 2003-2007 period. These ten ports account for $7.6 billion (72.4%) of the projected $10.4 billion in capital expenditures. The ports of Long Beach, Los Angeles, and New York/New Jersey exhibit expenditure programs above $1 billion. Of the top 10 port authorities listed below, five were located on the East Coast, three on the West Coast, one on the Gulf Coast, and one was a non-contiguous U.S. territory.

Table 13
Leading Port Authorities for 2003 – 2007
By Total Projected Capital Expenditures
(Thousands of Dollars)

Rank	Port Authority	Projected Expenditures
1	Port of Long Beach	$2,197,979
2	Port of Los Angeles	1,331,727
3	Port Authority of New York/New Jersey	1,005,805
4	Port of Houston Authority	690,773
5	Puerto Rico Ports Authority	500,840
6	Port Everglades	427,324
7	Port of Tacoma	396,838
8	Maryland Port Administration	349,000
9	Virginia Port Authority	344,950
10	Port of Miami	313,847
	Total Top Ten Ports	$7,559,803
	Total Projected Expenditures	$10,445,287
	Percent of Total	72.4%

METHODS OF FINANCING CAPITAL EXPENDITURES

The 2002 AAPA expenditure survey also requested information on the methods used by the U.S. public port industry to finance its capital expenditure programs. The survey utilized the following six funding categories to classify the financing sources: port revenues, general obligation bonds (GO bonds), revenue bonds, loans, grants, and "other". The "other" funding category includes all financing sources that were not described above, such as state transportation trust funds, state and local appropriations, taxes (property, sales), and lease revenue.

This section describes the financing methods used to fund 2002 expenditures and proposed methods for the projected 2003-2007 expenditures. Table 14 shows the primary financing methods reported by survey respondents over the last 30 years and highlights the changes in financing methods over that time period. Specifically, it provides a comparison of the relative usage of each financing method. The table contains annual data for the past 14 years and two summary groupings for earlier survey data – 1973 to 1978 and 1979 to 1989. In addition, there are 10-year averages covering the years 1993 to 2002.

Table 14
Comparison of Public Port Financing Methods from 1973 - 2002

Year	Financing Methods					
	Port Revenues	GO Bonds	Revenue Bonds	Loans	Grants	Other
2002	38.3%	**23.4%**	13.2%	**4.2%**	**7.7%**	**13.1%**
2001	**51.0%**	6.1%	**28.5%**	0.8%	6.0%	7.6%
2000	**48.1%**	9.1%	10.9%	**3.8%**	**16.0%**	**12.1%**
1999	**44.4%**	7.8%	21.4%	**6.6%**	**14.0%**	5.8%
1998	33.8%	6.6%	**40.9%**	1.1%	**10.4%**	7.2%
1997	30.4%	10.0%	**47.1%**	0.5%	**8.1%**	3.9%
1996	31.7%	9.4%	**42.6%**	1.1%	2.5%	**12.7%**
1995	**45.6%**	8.5%	26.9%	0.9%	3.0%	**15.1%**
1994	35.3%	10.3%	14.9%	**16.0%**	2.8%	**20.7%**
1993	**50.6%**	**11.5%**	22.8%	0.8%	4.2%	10.1%
1992	34.0%	12.7%	26.9%	3.8%	5.0%	17.6%
1991	47.1%	15.8%	20.5%	4.2%	5.1%	7.3%
1990	35.2%	8.8%	40.1%	1.5%	7.0%	7.4%
1989	59.1%	6.4%	18.6%	8.0%	1.1%	6.8%
1979-89	47.7%	14.8%	27.0%	2.5%	2.5%	5.5%
1973-78	26.7%	30.6%	29.1%	13.6%		
10-year Avg. 1993-2002	40.3%	10.3%	28.4%	3.1%	7.4%	10.4%

Note: Bolded and underlined numbers exceed the 10-year average for the period 1993 to 2002.

The data reflect the flexible nature of port financing. In the five years between 1997-2001, port revenues steadily increased in relative usage, going from 30.4 percent to 51 percent, only to drop back to 38.3 percent in 2002. For seven of the last ten years, port revenues were the preferred financing method. Despite revenue bonds being the second favorite financing method used after port revenues, their use has declined more or less steadily, from a high of 47.1 percent in 1997 to 13.2 percent in 2002. Although between 1995 to 2001 GO bonds fluctuated in a fairly narrow band

between 6 and 10 percent, in 2002 their usage more than doubled over the historic high to 23.4 percent. Not since the 1973-78 period has their use exceeded 20 percent.
Compared to the other financing methods, loans have been the least favored method used, their usage frequently hovering around 1 percent. Grants demonstrated relatively steady growth between 1994 to 2000, moving from 2.8 to 16 percent, only to drop back to 6 and 7.7 percent, respectively, in 2001 and 2002. In the 10 years between 1993-2002, "other" has fluctuated between a high of 20.7 percent in 1994 to a low of 3.9 percent in 1997, averaging 10.4 percent. The last two funding methods – grants and “other” – are desirable from a port’s perspective because, besides grants, they include state trust funds, appropriations, and tax revenues. However, these sources tend to be limited in amount and availability.

Funding Sources – 1998 - 2002

Table 15 provides a comparative summary of financing methods used between 1998-2002. For 2002, port revenues continued as the principal funding source, accounting for $547.0 million or 38.3 percent of public port financing. Its relative share dropped from 51.0 percent in 2001, with its dollar volume declining 31.8 percent.

GO bond usage was the second leading funding source, up from fourth place in 2001. Its relative share increased from 6.1 percent to 23.4 percent, with dollar volume posting a 246 percent increase. Revenue bonds’ relative use declined from 28.5 percent in 2001 to 13.2 percent in 2002, with a corresponding fall in dollar volume by 58 percent. As a group, the combined use of loans, grants, and “other” rose from 14.4 percent in 2001 to 25.0 percent in 2002. All methods within this group saw their dollar values and relative shares increase: dollar values for loans rose 386 percent, “other” 57.2 percent, and grants 16.5 percent.

Table 15
U.S. Public Port Capital Expenditures by Type of Financing Method for 1998 - 2002[5]
(Thousands of Dollars)

Method	1998		1999		2000		2001		2002	
	Amount	%	Amount	%	Amount	%	Amount	%	Amount	%
Port Revenues	$457,565	33.8%	$472,978	44.4%	$431,265	48.1%	$802,331	51.0%	$547,040	38.3%
GO Bonds	89,825	6.6%	82,879	7.8%	82,040	9.1%	96,478	6.1%	334,372	23.4%
Revenue Bonds	554,486	40.9%	228,187	21.4%	97,946	10.9%	449,088	28.5%	188,120	13.2%
Loans	15,435	1.1%	70,207	6.6%	34,477	3.8%	12,401	0.8%	60,281	4.2%
Grants	140,506	10.4%	149,665	14.0%	143,579	16.0%	94,453	6.0%	110,047	7.7%
Other	97,175	7.2%	62,245	5.8%	108,609	12.1%	119,005	7.6%	187,076	13.1%
Total	$1,354,992	100.0%	$1,066,161	100.0%	$897,916	100.0%	$1,573,756	100.0%	$1,426,936	100.0%

5 Excludes expenditures for which there was no information on funding source: 2002 - $242,232,000
2001 - $166,378,000 2000 - $159,737,000 1999 - $49,519,000 1998 - $59,405,000

Table 16 examines the distribution of 2002 funding sources by coastal region. Port revenues were the preferred financing method in the majority of regions (four of seven), with GO bonds coming in second, and revenue bonds, third. The South Pacific region was the primary user in each of these three categories.

The South Pacific continued to be the principal user of port revenues, with $359.4 million (65.7%), followed by the Gulf with $79.4 million (14.5%) and North Pacific with $67.4 million (12.3%). The South Pacific also was the primary user of GO bonds with $260.4 million (77.9%), followed by the Gulf at $63.4 million (19.0%). In revenue bonds, the South Pacific region was the biggest user with $142.1 million (75.6%), followed by the South Atlantic with 15.6 percent.

Primarily the South Pacific (76.8%) and South Atlantic (16.0%) used loan financing. The North Atlantic and Gulf regions accounted for more than 80 percent of the "other" funding sources – the North Atlantic with $97.1 million (51.9%) and the Gulf with $54.7 million (29.3%).

Table 16
U.S. Public Port Capital Expenditures by Type of Financing Method for 2002[6]
(Thousands of Dollars)

Region	Facility Expenditures by Financing Method												
	Port Revenues	Pct.	GO Bonds	Pct.	Revenue Bonds	Pct.	Loans	Pct.	Grants	Pct.	Other	Pct.	Total
North Atlantic	$1,165	0.2%	-	0.0%	$5,838	3.1%	-	0.0%	$17,250	15.7%	$97,052	51.9%	$121,305
South Atlantic	36,004	6.6%	5,530	1.7%	29,428	15.6%	9,655	16.0%	43,058	39.1%	8,845	4.7%	132,520
Gulf	79,355	14.5%	63,438	19.0%	10,723	5.7%	3,081	5.1%	41,205	37.4%	54,749	29.3%	252,551
South Pacific	359,392	65.7%	260,382	77.9%	142,131	75.6%	46,279	76.8%	7,499	6.8%	21,000	11.2%	836,683
North Pacific	67,354	12.3%	4,000	1.2%	-	0.0%	1,266	2.1%	880	0.8%	5,275	2.8%	78,775
Great Lakes	-	0.0%	-	0.0%	-	0.0%	-	0.0%	155	0.1%	155	0.1%	310
Non-contiguous*	3,770	0.7%	1,022	0.3%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	4,792
Total	$547,040	100.0%	$334,372	100.0%	$188,120	100.0%	$60,281	100.0%	$110,047	100.0%	$187,076	100.0%	$1,426,936
Percent by Funding Source	38.3%		23.4%		13.2%		4.2%		7.7%		13.1%		

- Alaska, Hawaii, Puerto Rico, & Virgin Islands

Funding Sources – 2003 - 2007

Table 17 shows the anticipated funding sources for the U.S. public port industry's proposed 2003-2007 capital expenditure program. Port revenues, GO bonds, and revenue bonds were the

6 Excludes expenditures of $242,232,000 for which there was no information on funding source.

principal funding sources at 40.7 percent, 18.2 percent, and 15.5 percent, respectively, with their combined projected use accounting for nearly three-fourths of overall projected funding. Three coastal regions – the South Pacific, Gulf, and North Pacific – projected port revenues to be their leading funding source, while loans, grants, and "other" led in the remaining four regions.

For three out of six financing methods the South Pacific was the primary user: port revenues at $2.2 billion (64.2%), GO bonds at $829.5 million (54.0%), and revenue bonds at $580.4 million (44.5%). The South Atlantic was the primary user of two other financing methods: grants at $412.1 million (44.8%) and loans at $265.7 million (57.6%).

In GO bonds, the South Pacific and Gulf regions together accounted for 93.3 percent of projected financing; while in revenue bonds, over two-thirds (67.8%) was accounted for by the South Pacific and South Atlantic combined.

Table 17
U.S. Public Port Capital Expenditures by Type of Financing Method for 2003 - 2007[7]
(Thousands of Dollars)

Region	Facility Expenditures by Financing Method												
	Port Revenues	Pct.	GO Bonds	Pct.	Revenue Bonds	Pct.	Loans	Pct.	Grants	Pct.	Other	Pct.	Total
North Atlantic	$45,427	1.3%	-	0.0%	-	0.0%	-	0.0%	$15,727	1.7%	$347,672	45.5%	$408,826
South Atlantic	143,116	4.2%	17,475	1.1%	303,904	23.3%	265,743	57.6%	412,102	44.8%	61,841	8.1%	1,204,181
Gulf	627,068	18.3%	603,750	39.3%	189,567	14.5%	47,250	10.2%	204,413	22.2%	216,840	28.4%	1,888,888
South Pacific	2,200,170	64.2%	829,476	54.0%	580,395	44.5%	7,300	1.6%	240,675	26.1%	30,459	4.0%	3,888,475
North Pacific	410,669	12.0%	84,000	5.5%	196,838	15.1%	-	0.0%	25,045	2.7%	19,981	2.6%	736,533
Great Lakes	-	0.0%	-	0.0%	-	0.0%	-	0.0%	250	0.0%	100	0.0%	350
Non-contiguous*	1,500	0.0%	-	0.0%	35,000	2.7%	140,755	30.5%	22,500	2.4%	86,400	11.3%	286,155
Total	$3,427,950	100.0%	$1,534,701	100.0 %	$1,305,704	100.0%	$461,048	100.0%	$920,712	100.0 %	$763,293	100.0%	$8,413,408
Percent by Funding Source	40.7%		18.2%		15.5%		5.5%		10.9%		9.1%		

* Alaska, Hawaii, Puerto Rico, & Virgin Islands

The South Atlantic region was the principal user of loans with $265.7 million (57.6%). The South Atlantic and South Pacific regions are projected to account for over 70 percent of grants – South

7 Excludes expenditures of $1,995,650 for which there was no information on funding source.

Atlantic with $412.1 million (44.8%) and the South Pacific with $24.7 million (26.1%). The North Atlantic region accounts for the 45.5 percent of "other" funding, with the Gulf at 28.4 percent.

Funding Sources - Comparison of 2002 and 2003 - 2007

In Table 18, the funding sources used to finance the port industry's 2002 expenditure program are compared with those projected for 2003-2007. Port revenues again are the primary funding source for both periods with an increase of 2.4 percent projected for the 2003-2007 period. GO bond usage is predicted to decline from 23.4 percent to 18.2 percent. Use of revenues bonds remains largely unchanged with a slight increase from 13.2 percent to 15.5 percent. Loans are projected to increase from 4.2 percent to 5.5 percent. Grant funding is projected to increase to 10.9 percent, with "other" showing a decline of 4.0 percent.

Table 18
Comparison of Current and Projected Public Port Funding Sources

Financing Method	2002 Expenditures	2003- 2007 Expenditures	Relative Change 2002 vs. 2003-2007
Port Revenues	38.3%	40.7%	+ 2.4%
GO Bonds	23.4%	18.2%	– 5.2%
Revenue Bonds	13.2%	15.5%	+ 2.3%
Loans	4.2%	5.5%	+ 1.3%
Grants	7.7%	10.9%	+ 3.2%
Other	13.1%	9.1%	– 4.0%
Total	100.0%	100.0%	

Appendix A – Respondents to AAPA Capital Expenditure Survey

Respondent	2002 Survey	2003 - 2007 Survey
North Atlantic		
Albany Port District Commission	-	-
Diamond State Port Corp. (Wilmington, DE)	x	x
Maryland Port Administration	x	x
Massachusetts Port Authority	x	x
The Port Authority of New York & New Jersey	x	x
Philadelphia Regional Port Authority	-	-
Port of Richmond (VA)	x	x
South Jersey Port Corporation	x	x
South Atlantic		
Georgia Ports Authority	x	x
Jacksonville Port Authority	x	x
Port of Miami	x	x
North Carolina State Ports Authority	x	x
Port Everglades Port Authority	x	x
Port of Palm Beach	x	x
Virginia Port Authority	x	x
Gulf		
Alabama State Port Authority	x	x
Greater Baton Rouge Port Commission	x	x
Lake Charles Harbor and Terminal District	x	x
Panama City Port Authority	-	-
Port of Beaumont	x	x
Port of Corpus Christi Authority	x	x
Port of Freeport	x	x
Port of Galveston	x	x
Greater Lafourche Port Commission	x	x
Mississippi State Port Authority at Gulfport	x	x
Plaquemines Port Authority	-	-
Port of Houston Authority	x	x
Port Manatee	x	x
Port of New Orleans	x	x
Port of Orange	x	x
Port of Pascagoula	x	x
Port of Pensacola	x	x
Port of Port Arthur	x	x
Port of Port Lavaca	x	x
Port of South Louisiana	x	x
Tampa Port Authority	x	x
St. Bernard Port, Harbor & Terminal District	x	x

Respondent	2002 Survey	2003 - 2007 Survey
South Pacific		
Port of Hueneme	x	x
Port of Long Beach	x	x
Port of Los Angeles	x	x
Port of Oakland	x	x
Port of Redwood City	x	x
Port of Sacramento	x	x
San Diego Unified Port District	x	x
Port of Stockton	x	x
North Pacific		
Port of Everett	x	x
Port of Grays Harbor	x	x
Port of Kalama	x	x
Port of Longview	x	x
Port of Olympia	x	x
Port of Portland (OR)	x	x
Port of Tacoma	x	x
Port of Vancouver (USA)	x	x
Great Lakes		
Detroit/Wayne County Port Authority	-	-
Port of Green Bay	x	x
Non-Contiguous		
Commonwealth Port Authority of Saipan	-	x
Port of Ponce	-	-
Puerto Rico Ports Authority	-	x
Virgin Islands Port Authority	x	x

(-) Indicates no expenditures or data not provided.

Port Name: ______________________________ **Date:**

AAPA PORT EXPENDITURE SURVEY – FY 2002

(U.S. Dollars in Thousands)
For the Fiscal Year Ended:

FACILITY TYPE		TOTAL EXPENDITURES	NEW CONSTRUCTION	MODERNIZATION/ REHABILITATION
General Cargo[1]				
Specialized General Cargo[1] (Incl: container, ro-ro, auto)				
Dry Bulk Cargo[1]				
Liquid Bulk Cargo[1]				
Passenger or Cruise[1]				
Infrastructure Improvements[2]				
On-Terminal	Highway			
	Rail			
	Utilities			
	Other (_________)			
Off-Terminal	Highway			
	Rail			
	Utilities			
	Other (_________)			
Dredging				
	Improvement[3]			
	Maintenance[4]			
Other[5]	(Specify ____________)			
	(Specify ____________)			
	(Specify____________)			
Total				

TYPE OF FUNDING SOURCE	DOLLAR AMOUNT (000)
Internal Revenues (Earned Income)	
General Obligation Bonds	
Revenue Bonds	
Loans (Source: _______________)	
Grant (Type:__________________)	
Other (Specify: ________________)	
(Specify: ________________)	

Notes:

General – For each category listed under Facility Type, show the total amount expended and the amounts associated with new construction and/or modernization/rehabilitation.

1. Includes expenditures for piers, wharves, handling equipment, and open and closed storage facilities.
2. Includes expenditures for road, rail, pipeline, and utility improvements. The key distinction between on-terminal versus off-terminal is whether the expenditure was on port-owned property (i.e. on-terminal).
3. Includes local costs for both Federal and connecting channels, berths, disposal sites, and mitigation.
4. Includes local costs for connecting channels, berths, disposal sites, and mitigation.
5. Includes expenditures for any structures, land, and fixtures not related to cargo movement, such as maintenance or administrative facilities.

Finance Officer (or Preparer): ________________
Telephone Number:

Port Name: ______________________ **Date:**

AAPA PORT EXPENDITURE SURVEY - Projections for FYs 2003-2007

(U.S. Dollars in Thousands)
For the Fiscal Year Ended:

FACILITY TYPE		TOTAL EXPENDITURES
General Cargo[1]		
Specialized General Cargo[1] (Incl: container, ro-ro, auto)		
Dry Bulk Cargo[1]		
Liquid Bulk Cargo[1]		
Passenger or Cruise[1]		
Infrastructure Improvements[2]		
On-Terminal	Highway	
	Rail	
	Utilities	
	Other (_______)	
Off-Terminal	Highway	
	Rail	
	Utilities	
	Other (_______)	
Dredging[3]		
Other[4]	(Specify _____________)	
	(Specify _____________)	
	(Specify _____________)	
Total		

TYPE OF FUNDING SOURCE		DOLLAR AMOUNT (000)
Internal Revenues (Earned Income)		
General Obligation Bonds		
Revenue Bonds		
Loans (Source: _______________)		
Grant (Type:__________________)		
Other	(Specify: ________________)	
	(Specify: ________________)	

Notes:

1. Includes expenditures for piers, wharves, handling equipment, and open and closed storage facilities.
2. Includes expenditures for road, rail, pipeline, and utility improvements. The key distinction between on-terminal versus off-terminal is whether the expenditure was on port-owned property (i.e. on-terminal).
3. Includes local costs (maintenance and improvement dredging) for both Federal and connecting channels, berths, disposal sites, and mitigation.
4. Includes expenditures for any structures, land, and fixtures not related to cargo movement, such as maintenance or administrative facilities.

Finance Officer (or Preparer): ________________
Telephone Number: